

# State Long-Range Transportation Plan

Iowa Transportation Commission

May 10, 2016



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## Status Review

- Previous long-range transportation plan adopted in May 2012
- Update scheduled for adoption in May 2017
- Provided overview at January 2016 Commission meeting on notable changes to the planning process:
  - Development of action plan with specific strategies and improvements
  - Performance measures
  - Internal Steering Committee and Action Plan Focus Group
  - Enhanced public input



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## Public input survey

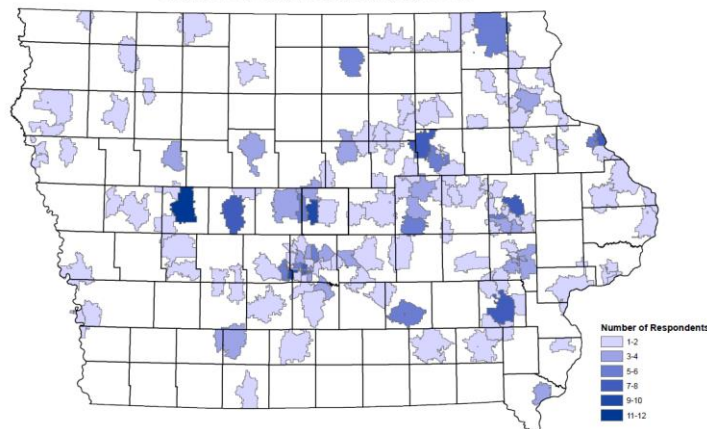
- Survey was available throughout February
- Total of 520 visitors with data, almost double the number of responses (264) to the 2012 plan survey
- Good geographic distribution of responses across the state (most from an individual zip code was 12 responses)
- Results have been shared with Internal Steering Committee and are being incorporated into draft vision/strategy development



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## Response distribution

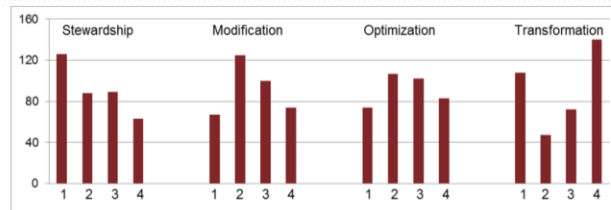
Number of surveys taken by zip code



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## Investment areas

- **Stewardship/maintaining a state of good repair** was clearly ranked as the highest priority among the investment areas
- *Modification/right-sizing the system* and *optimization/improving system efficiency and resiliency* were almost equally ranked as the second and third priorities
- *Transformation/increasing mobility and travel choices* was ranked as the fourth priority overall, but had nearly as many people ranking it as their number one priority as did stewardship



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## Strategies

- Five strategies were provided for each of the investment areas
- Overall average ranking for the five strategies in each investment area showed a **clear separation between stewardship and the other three investment areas**
- The most common response to an open-ended question regarding what we should continue or enhance was to continue to find ways to **right-size or maintain the existing system**

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## Public input takeaways

- The dominant theme among responses is interest in maintaining an **appropriately-sized system** that meets the **needs of all users** and **grows when and where it is necessary**
- It is preferred that the Iowa DOT focus on ways to **maintain the current system** and ensure that **expansion is only done when there is significant need**
- There is interest in **increasing the efficiency of the department** and **increasing communication between the Iowa DOT and the public and stakeholder groups**
- There is interest in the Iowa DOT ensuring that the **appropriate materials are used** and the **right repairs are done the first time** for projects to reduce costs associated with future improvements and **ensure the system lasts longer**
- Support was expressed for **alternative modes of transportation** as a way to **reduce the need to increase capacity** and **ensure everyone has the ability to travel** within the state

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## Internal activities

- Internal Steering Committee and Action Plan Focus Group continuing to meet in opposite months
  - ISC – focus has been on structure and content of the system vision, review of Action Plan progress
  - APFG – focus has been on structure of action plan, reviewing analysis that will help inform strategies and improvements
- Continuing draft document development
- Finalizing vision based on stakeholder and public input
- Conducting critical analysis for informing the action plan
  - Capacity needs analysis

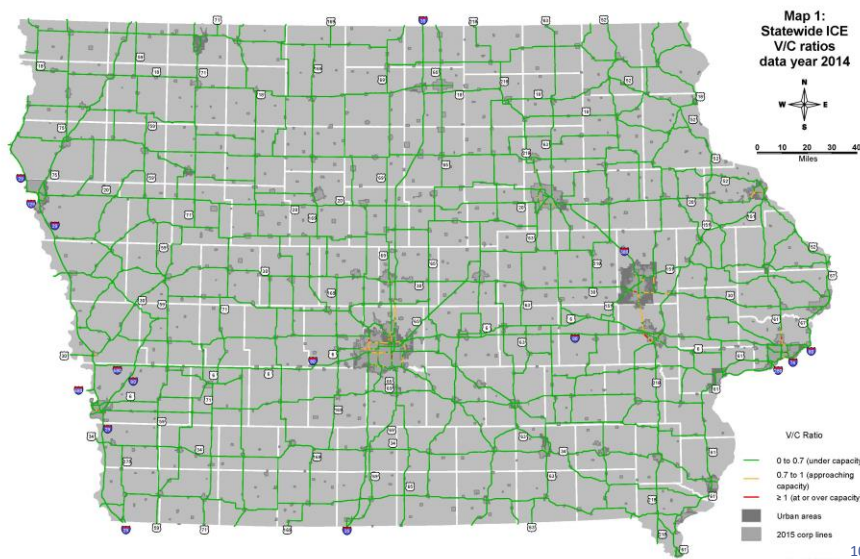
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## Capacity needs analysis

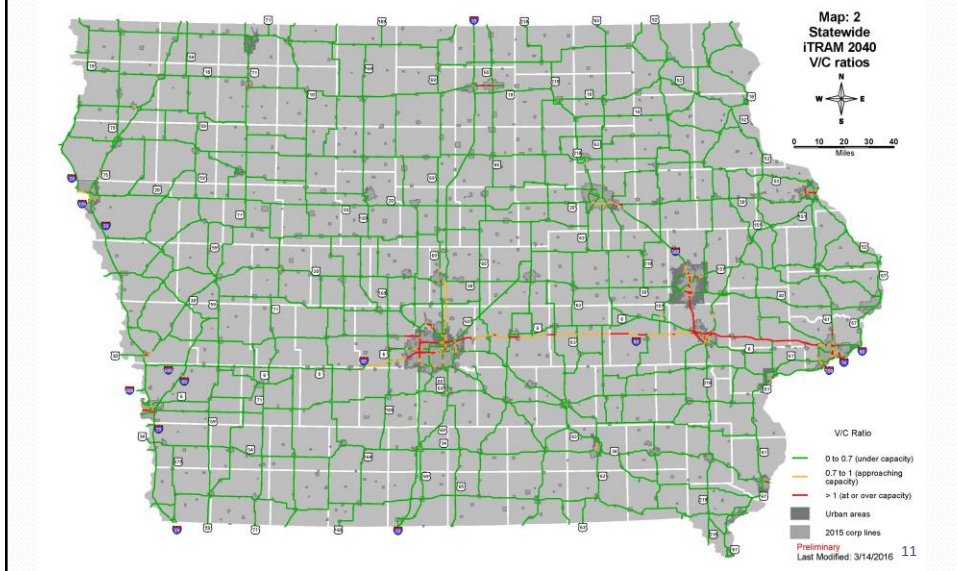
- First level of analysis conducted for action plan
  - Analyzed current volume-to-capacity (V/C) conditions with Infrastructure Condition Evaluation (ICE) tool
  - Estimated future V/C conditions with Iowa Travel Analysis Model (iTRAM)
- ICE results – current segments approaching/over capacity are largely in urban areas and interurban corridors (I-35 between Des Moines and Ames; I-380 between Cedar Rapids and Iowa City)
- iTRAM results – future segments approaching/over capacity show higher V/C ratios in same areas as ICE, along with congestion along I-80 from central Iowa to the Quad Cities

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## Current V/C analysis



## Future V/C analysis



## Key takeaway

- Stakeholder input, public input, and initial analysis all point in the same direction of a **dominant theme of stewardship**, particularly as it relates to highway investment

## Next steps and timeline

- Spring/summer — Finalize vision and continue action plan development
- Late Summer — More focused stakeholder input; second round of public input
- Fall/winter— Finalize draft document
- Spring 2017 — Commission approval of final document

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## Contact

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